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584CLASSIFICATION SECRETCOUNTRY Soviet Zone of GermanyREPORT NO. TOPIC Construction Works at Airfields in the Soviet Zone of GermanyEVALUATION See belowPLACE OBTAINED

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DATE OF CONTENT See belowDATE OBTAINED DATE PREPARED 10 August 1949REFERENCES See belowPAGES 5 ENCLOSURES (NO. & TYPE) REMARKS Reports on increased building activities at airfields located in the Soviet Zone of Germany have been received lately. The activities observed mostly concern the expansion of serviceable airfields and the reconstruction of some that have not previously been in use.

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Document No. 006NO CHANGE in Class. ☐☐ DECLASSIFIEDClass. CHANGED TO: TS S (C)

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27 March to 27 June 1949

1. References:

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DESSAU (M 52/E 06)

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a. Extension of the runway toward the west. This runway previously had a length of 4,100 feet is now to be extended by about 5,000 feet. The concrete layer of the runway extension is 8 inches thick, the gravel layer underneath is about 5 inches thick. The work concerned was first reported on 27 March 1949. It was learned on 17 June 1949 that the work was scheduled to be completed in about 4 weeks.

b. The old concrete runway was being reconditioned.

c. The former administration buildings of the Junkers Aircraft Engine Plant, of the Otto Mader Plant, and of the Junkers Aircraft plant are under repair.

d. The spur track running from ALTEN to the airfield was under repair.

e. Construction of cantonment buildings (allegedly quarters for workmen).

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2. References: NEUBRANDENBURG (N 54/U 66)

a. Repair of the landing field; beginning of this work observed in late April 1949.

b. Expansion of the landing field toward the south.

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c. Construction of asphalt taxiways. The construction work is scheduled to be completed by 1 September 1949.

3. April to June 1949

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References:

PARCHIN (M 54/T 74)

a. Repair and leveling of the landing field, which was damaged by army entrenchments, was begun in late April 1949.

b. Repair of the bomb damaged 8,250-foot runway.

4. June 1949

Reference:

REDLIN (M 54/T 83)

Repairs on the landing field.

5. April to May 1949

References:

RECHLIN (M 54/U 33)

a. Repair of the landing field, begun in mid-May 1949.

b. Repair of buildings and quarters for flying personnel.

6. March to end of June 1949

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References:

LAERZ (M 54/U 33)

a. Repair on the bomb damaged two runways; they are 8,250 and 6,200 feet long.

b. Laying of underground cables, apparently for the installation of boundary lights.

c. Construction was scheduled to be completed by July 1949.

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d. The conclusion of the work was observed on June 1949.

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7. April to June 1949

Reference:

FINOW (M 53/V 08)

a. Leveling work west of the airfield, which indicated an intended expansion of the airfield toward the west, was reported on May 1949. An area of about 125 acres is said to be added to the airfield.

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b. Construction of a new concrete runway. The order for this work was placed with the "Masckische Bauunion" firm.

c. Extension to the west of the concrete taxiway on the northern field border.

8. [REDACTED] May 1949

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References: [REDACTED]

GROSSENHAIN (N 52/A 01)

a. Installation of 14 fuel containers of about 3,170 gallons capacity each at the northwestern field border.

b. Expansion of the trackage leading to the airfield fuel tank installations to three tracks.

c. Extension of the two runways to the east and northeast. Previously, the runways were 4,600 feet each.

d. Expansion of the landing field toward the east, allegedly by 3,300 x 3,300 feet.

9. [REDACTED] March to [REDACTED] June 1949

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References: [REDACTED]

LEIPZIG-MOCKAU (N 52/E 21)

a. Leveling of the landing field, observed on [REDACTED] March 1949.

b. Repair of buildings, observed on [REDACTED] May and [REDACTED] June 1949.

[REDACTED] April to [REDACTED] June 1949

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References: [REDACTED]

ORA IMBURG (N 53/Z 67)

a. Removal of the destroyed hangars.

b. Wooden fence at northern field border replaced by a stone wall.

c. Enlargement of the landing field to the south.

d. Extension and reinforcement of the runways. The construction work was begun early in April 1949. The work was not yet completed in late June 1949.

23 June 1949

Reference: [REDACTED]

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STRAUSBERG (N 53/V 15)

Expansion of the airfield.

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12. End of May 1949

Reference: [REDACTED]

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ZERBST (M 52/D 98)

Repair of the concrete runway.

13. 10 May 1949

Reference: [REDACTED]

GOERLITZ (O 52/B 10)

No construction work observed. Concrete runway and landing field serviceable.

4. PEENEMUENDE (N 55/P 83)

No information available on possible building activities, since no reports have been received on the PEENEMUENDE airfield for a long time.

5. May 1948

Reference: [REDACTED]

SCHWETICO" (N 55/P 51)

This airfield is carried in the records of this project as POORENDORF airfield. The last report received on this field (late May 1948) mentioned that it was under cultivation.

6. End of February 1949

Reference: [REDACTED]

TUTOW (N 54/P 60)

The airfield was cleared of aircraft wrecks. The northern section of its landing field is under cultivation. There are no indications of intended reconstruction work.

7. 3 May 1949

Reference: [REDACTED]

ANKLAM (N 54/U 99)

The landing field was being leveled. The damaged buildings have not been repaired.

"ARNETTUENDE (N 55/O 82)

No information on reconstruction work.

13 June 1949

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Reference: [REDACTED]

TARNETITZ (N 54/O 40)

Report does not contain any data concerning reconstruction work. The runways of the field are damaged.

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20. End of May 1949, June 1949

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References:

SCHEERIN-GOERRIES (N 54/T 46)

a. It was rumored in SCHEERIN-GOERRIES in late May that the field was to be reconstructed.

b. According to information of 25 June 1949 this rumor has not been verified.

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21. June 1949

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HALBERSTADT (N 52/D 26)

Most of the landing field is under cultivation; no reconstruction work reported.

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22. April, May, June 1949

References:

ZWICKAU (N 51/K 34)

The bomb craters on the landing field were leveled.

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23. Beginning of March 1949, June 1949

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TEMPLIN (N 54/U 81)

a. The Soviets ordered the clearing of an area of about 2,500 acres in the Templin forest. It was rumored that an airfield was going to be built there.

b. It was observed in June 1949, that a target range or tank training grounds and not an airfield was to be installed on the clearing. Completed barracks were occupied by Soviet Army units.

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